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**JOANNE DOWNES
450 WEST 22ND STREET
NEW YORK, NY 10011**

October 5, 2000

Jane Garvey, Administrator
Nicholas G. Garaufis, Chief Counsel
Federal Aviation Authority (FAA)
800 Independence Avenue SW
Washington, DC 20591

Re: Docket No. 30086

Dear Ms. Garvey and Mr. Garaufis:

I am writing to express my concerns about helicopter noise which I hope you will consider in your current study. My family and I have lived in Chelsea, just two blocks from the Hudson River, for 30 years. In recent years, the number of helicopters which fly, and some times hover, over our neighborhood has greatly increased. At times the noise is so loud we cannot keep our windows open or enjoy sitting in our back yard. Just last week there were two episodes of intense helicopter "hovering". I turned on the TV to learn there were news helicopters covering spontaneous protests/demonstrations just to the north. The news helicopters are particularly bothersome during drive times.

We are also disturbed by the large number of helicopters using the West 30th Street heliport. We notice them when we are sitting on the Hudson River piers trying to enjoy the boats and the sunset. Enjoyment of the new Hudson River Park--currently being built--is going to be greatly diminished if helicopters are allowed to disturb the peace and quiet which we will be seeking.

I believe the only helicopters that should be flying over such a densely populated area as New York City are those necessary for safety and security. This means none for news coverage, tourism, business travel, etc. Helicopter traffic should be severely regulated, and rules should be enforced. Helicopters should be required to be identifiable from the ground, so rule-breakers can be reported. Perhaps higher minimum altitudes could be required.

I am aware of the argument that helicopters add to the City's economy. However, I hope you will consider also important the quality of life of those of us who have chosen to make this great city our home and the place where we work and play. Thank you for considering my input as you conduct your study.

Sincerely yours,

Joanne Downes

2000 OCT 13 PM 2:00
OFFICE OF THE
CHIEF COUNSEL
FEDERAL AVIATION
ADMINISTRATION

FIFTEENTH STREET BLOCK ASSOCIATION

Representing the West 200 Block

New York, NY 10011

Federal Aviation Administration
Office of the Chief Counsel
Attention: Rules Docket #30086
800 Independence Avenue SW, Rm #915H
Washington, DC 20591

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Established in 1982

*for Residents, Business, Police
Tenants, Landlords, and
Government to Work Together*

October 7, 2000

Re: #30086

Dear Sirs:

Our Block Association wishes to comment officially on the serious problem of helicopters, blimps, and other small aircraft in the skies above New York City.

Our block is a residential block with residential buildings ranging from three to twenty storeys in height, and includes small businesses and schools. This one "low density" residential block between 7th and 8th Avenues in Manhattan is **home to over 1,600 residents**. Hence, we are greatly concerned about problems and threats in the airspace above our neighborhood.

Currently, the unregulated use by aircraft of the airspace above our neighborhood results in the invasion of loud noise at any time for any duration. It also results in the constant reckless threats of grave accidents in the air that can fall down upon some of the largest concentrations of humanity in this nation. New York City has already recently experienced advertising blimps landing on residential buildings and helicopters crashing in the wind.

We strongly support the work of the New York Helicopter Noise Coalition and its position regarding banning non-emergency helicopters, especially tour helicopters and news helicopters. We strongly support legislation and regulations establishing required routes planned with the input from the effected residential communities, limits on hovering, noise controls on blimps, pooling of media helicopters, and government control and regulations concerning the air space over the five boroughs of New York City — land and waterways.

Thank you very much, on behalf of the Block Association,

Stanley Bulbach, Ph.D.

239 West 15th Street

New York, New York 10011



Encl: 3 additional copies

cc: Congressman Jerrold Nadler

New York Helicopter Noise Coalition

Represented on the Board of Directors of:
The Chelsea-Village Partnership, Inc.

Active Member of:
The Manhattan Neighborhood Council and
The Special Community Board #2 and #4
Joint Committee On West 14th Street

[Handwritten signature]

OFFICE OF THE
CHIEF COUNSEL
FEDERAL AVIATION
2000 OCT 13 P 2:22

July 23, 2000

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Office of Chief Counsel
Federal Aviation Administration
800 Independence Ave. S. W.
Washington, DC 20591

Dear Sir or Madame:

I am writing in response to your request for information on the effects of helicopter noise on our standard of living in an urban area.

Having experienced many problems with helicopter noise in our neighborhood from police and TV stations, I can say that it has significantly degraded our standard of living. In fact, the problem has become so severe that I have had to seek medical treatment for sleeplessness due to the copter noise.

Attached is a log of events involving helicopter noise over the past seven months.

One solution to the problem is to force the users of this equipment to conform to ground-level noise limits, if they exist in the community. If not, then they should adhere to reasonable limits to maintain a sense of quiet in noise sensitive areas, such as neighborhoods. At present, most helicopters operate with seeming impunity and without any regard for the invasion of privacy and disruption of lifestyles they create.

Sincerely,

[Handwritten signature: David Menicucci]

David Menicucci
1521 San Carlos SW
Albuquerque, NM 87104

NOT FOR PUBLICATION

Log of Awakenings Due to Police Helicopter Noise

D. Menicucci, 1521 San Carlos SW

Forward: This log was began in Jan 00 for the purpose of documenting a growing problem with APD helicopter over and near the Huning Castle Neighborhood during the nighttime hours, especially between 10pm and 3am. The problem began in October 99. No documentation of the events between October 99 and Jan 00 is available. This log is a personal document of the specific times and dates where a police chopper has awakened one or more people in my family.

NOTE: For convenience, events in the early morning hours of the day are logged as events of the late evening of the previous day. For example, the events recorded at 2:30am on Jan 8th actually occurred on the early morning of Jan 9th. This was done to insure a contiguous record of events when Police chopper noise prevailed from late in one evening to the early morning hours of the next day.

8 Jan 00

Awakened by police copter flying directly over house at 230am. Light shown directly in window. Copter circling over valley area south of Tingly. Could hear annoying chopping sounds of copter blades at home and could not sleep. I got in car at 2:50am to review the situation and see what was so important that they have wakened hundreds of people. Travelled to Goff and Bridge. On Goff, copter circling randomly, perhaps looking for someone. But certainly no major event was obvious. Copter broke off around 320am. Went back home but was so agitated that I could not sleep for rest of night.

9 Jan 00

Another night awakened. APD copter awakens us at 110am and again at 2am crossing directly over the house.

15 Jan 00

Another chopper wakeup at 140am by the Alb Police riding their machines over the neighborhood. I went out in front and observed them for a while (since I could not sleep with the noise). The copter seemed to be responding to every APD incident. The copter would hover over an area near 14th and Central for about 5 min and then would zip (directly over the neighborhood, of course) to another area near Tingley and Central. It would remain there for about 5-7 minutes and then move to another area, perhaps near Bridge and 8th. This went on for about an hour. This would be bad enough in the daytime, but this is 2am in the morning!

12 Feb 00

9pm and APB chopper circling over the Reynolds neighborhood. I got in truck to chase the copter to try to find out what it was doing. Found the scene, but by the time I got there, whatever was the situation, it was resolved. Could it have been a simple traffic stop? --Or a domestic disturbance? It is just very hard to understand why the cops have to make such a racket for what appears to be routine events. These copters certainly must be an advantage in some situation, but they are so very noisy.

I will talk to Jarrett Galbreth about sleeping pills. This is ridiculous. We have to resort to drugs so that we can sleep in our own home. Before the cops moved these machines in, this used to be a nice quiet neighborhood at night.

19 Feb 00

Awakened at about midnight with APD chopper over the house—again. The chopper flew over several times over the next 40 minutes. This is similar to a war scene. All that is missing is bullets flying!

26 Feb 00

Well, to paraphrase a famous president, 'there they go again.' Once again roused out of bed at 1:45am by APD chopper flying near house. I observed it for a while, since there was no hope of sleeping with the noise. The chopper seemed to be responding to every routine event. First it would hover over one area north of the neighborhood for 5 minutes and then it would traverse the neighborhood directly overhead to respond to another incident on the other side. Each incident seemed to last 5-10 minutes with the copter circling with the light fixed in one location. The circling copters produce a most annoying chopping and buzzing sound (alternately, depending on position) that is very grating. It is simply hard to believe that these events are important enough to warrant a helicopter, especially in the middle of the night. But if things are bad now, what will happen in summer when our windows are open?

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18 March 00

Well, once again the cops have us awake with their chopping machines. This time it is 11:58pm. Copter crossing over the neighborhood at low level. But it went away quickly. Maybe it will break down and never return.

No such luck on a breakdown. I guess they have good mechanics. Cop copter is back and I'm up again at 2am. Copter is over the neighborhood. The same pattern prevails-copter seems to be responding to every event, circling over an area on one side of the neighborhood and then moving over the neighborhood to circle over another, 5-10 minutes for each one. This racket is worse than a bunch of rowdy teenagers in the street. With teens, we can call the cops and they will come over and move them out, citing disturbance of the peace. But to whom do you call when the cops are disturbing the peace? This is getting to be a tough place to live.

25 March 00

Again, at 230 am, awakened by police copter circling near 14th and Central. Broke off after about 10 minutes. Not clear whether the circling caused the wakeup or the low-level flyover. In any case, this is getting pretty old and tired. They claim they are doing this to protect us. But who is going to protect us from the noise.

26 March 00

I should have known better than to go to bed on Saturday night without a full dose of sleeping pills. Cops were at it again at 1:50am circling their chopper over west Central area. Not clear on exact location, but probably near Atrisco and Central. The chopping sound of the copter blades carries for miles and is very annoying. Operation called off about 2:30am. I hope that is it for the night.

1 April 00

Had just drifted to sleep at about 1045pm, when we were jolted out of bed by APD copter noise. Copter moved to an area near 12th and Central at 1115pm MST. Then suddenly it cut directly over the neighborhood at a low level (around 400 ft) toward an area near Atrisco and Central. It hovered there for about 5 minutes and then moved over to an area near Bridge and 8th. At 1127pm, I lost visual contact, but could still hear it in the distance. At 1130pm I picked up visual contact of the chopper at a low level moving back toward the area of Central and 12th. It circled at that location for about 3 minutes. Then it broke off and I lost visual contact. It is 1225 am now and I will try to go back to sleep until roused out later. Too late for sleeping pill because church is at 8am. I'll try couple of shots of whiskey instead. Are these guys driving a sober man to drink?

7 April 00

The high winds have declared a cease fire in the APD weekend war zone! We feel like rejoicing--APD is grounded tonight and we can sleep without any drugs!

8 April 00

No wind tonight, so they are back in saddle. At 1005pm APD chopper at about 150 feet circling in about a 1/4 mile radius, centered over about Alcalde and 14th. I took out in the car to see what they were doing. The assumed location was about right. I watched them for about 4 minutes. They were circling (Extremely loud!) and shining the light into the neighborhood, perhaps looking for someone or something (very bright light!). Seemed like the circling pattern was somewhat random. It was difficult to gather exactly what they were doing. At about 1016pm, they widened the circle and centered it around about 8th and Marquette. Still I could see nothing happening on the ground. They broke off about 1040 and I lost visual contact with them. Returned home. Later in the evening, about 1145pm and again at about 1210am, flyovers occurred directly overhead at about 400 feet. They seemed to be going from an area on west central to an area near downtown. I wish they'd fly these noisy devils to the airport and leave them there. I need to get some sleep.

21 April 00

APD chopper woke us up at 233am. Heard them circling over an area east of the neighborhood. I planned to chase the scene, but by the time I got dressed, they broke it off. Then about 30 minutes later, the copter traversed the neighborhood's eastern side at about 400-500 feet—better than what they had been doing, but still not as good as no copter.

5 May 00

I woke up at 1:28am dreaming that there was a mosquito in the room. But it was not the little buggers, it was the big buggers—APD chopper. It was the first night with the windows open and sure enough they woke Anthony and me. I went outside to see what they were doing but I could not see the chopper, even though I could hear it. So I went back inside and back to bed. Too late for sleeping pills, especially if I am going to install radio in truck today. So I will have to tough it out.

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Just as I was drifting off to sleep, they returned at 2 am. They were circling over an area near downtown. Since I was awake anyhow, I went after them. But by the time I could get into the car and set out after them, they broke off the circling and took off. This is more evidence that they are using these noise machines on a routine basis, which is inappropriate in residential areas in the middle of the night. Returned to bed following a shot of whiskey.

Again later, time not clear, partially awakened with a crossing over the north part of the neighborhood. These choppers are worse than mosquitoes. At least you can spray those little buggers and they go away.

19 May 00

Went to bed early (around 10pm). Awakened at 1048 by low flyovers by police copter—Anthony spotted and ID'd them. I observed that it flew from near the eastern corner of neighborhood (downtown) corner to the western side. It circled for a few minutes, waking people up in the process, and then returned to the eastern side. I took a sleeping pill and went back to bed.

20 May 00

What a warzone tonight starting about 8pm with police chopper buzzing the neighborhood. At about 830pm power went out. Copter circled neighborhood for about 45 minutes. This may have been justified given the power failure. But what a racket.

26 May 00

Awakened at 120am by police chopper circling over the eastern corner of the neighborhood, perhaps around Central-Lomas and 14th st. They circled for around 10 minutes, just enough time to wake us up and then broke off.

10 June 00

Awakened by police helicopter at 1:50 am. By the time I decided to investigate, they had broken off the circling. Appeared that it was over Central and 12th, but exact location unclear since I did not actually see the circling. The police chopper activities seem to have dropped off somewhat from 6 months ago, but it would sure be nice to not be awakened at all. This used to be such a quiet neighborhood.

30 June 00

Awakened by the sound of Police chopper directly overhead, circling over and over the neighborhood. Time 2:02am. I took out after them in the car to see what they were doing. Some kind of event within the boundaries of Laguna, Los Alamos, Chacoma, and San Pasquale. I drove around the scene several times. I observed 6 APD cruisers blocking the streets of Los Alamos and Chacoma. The chopper buzzed off at about 2:15am. But the Police cars remained. I drove around for about 15 minutes. I was not clear what they were doing, but it was also clear that there was no obvious emergency, such as a fire, gun fight, fugitive in flight, etc. that would justify rousting me and my family out of bed at 2am. Who knows what it is this time, but it is becoming life as usual in this virtual war zone neighborhood. This is getting to be very old and sour.

1 July 00

Good God! Can't we get some relief from these people? The cops were back with their noise machine at 2:30am—again. Circling over an area around 15th and Central, more or less. They circled for about 10 minutes and then broke off. Then it drifted towards downtown circled there for a while and disappeared. I can't believe that the cops believe they can operate these noisy machines near our homes in the middle of the night during the summer when our windows are open. I believe that they think they can get away with just a few minutes of chopper and then buzz off. But the sad fact is that even 30 seconds of this noisy machine can disrupt a night of sleep for dozens of people.

NOT FOR PUBLICATION



ELIZABETH A. CONNELLY
59th District

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

SPEAKER PRO TEMPORE

CHAIR
Interim Committee
COMMITTEES
Ways and Means
Health
Veterans' Affairs
Correction
Rules

September 21, 2000

Jane Garvey, Administrator
Federal Aviation Administration
800 Independence Ave., SW
Washington, DC 20591

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Re: Docket No. 30086

Dear Ms. Garvey:

You know well of my long-standing interest in the assault of helicopter noise on the quiet residential neighborhoods of Staten Island, and I extend my deep appreciation to whatever efforts your administration has made so far, because, for the most part, much of the low-flying helicopter traffic across Staten Island has abated. Occasionally, a helicopter will intrude, but not with the previous regularity that had caused our people to imagine themselves as extra players in war movies. The spine of the Staten Island Expressway still remains an attraction for those aircraft that I imagine are traffic-reporting helicopters.

I have learned that the report of helicopter noise that the FAA expects to be written by December 31, 2000 may not provide the kind of information that it was intended to discover, and may be little more than a statistical review of existing data, compiled along with a review of air traffic control procedures in this region.

As I understood the enabling legislation, the study's scope was to focus on the impact of helicopter noise on people in their everyday habits: in their homes, in the workplace, during leisure activities, and the like. I also anticipated that noise measurements were to be taken at clearly identifiable locations where helicopter traffic is known to be prolific. Therefore, it troubles me that Staten Island Expressway corridor was not included in the New York City study. Residents are still complaining!

The legislation that motivated the FAA's study was hard fought to achieve and you must understand my disappointment if this long-sought remedy is not carried out in a fair and comprehensive manner, including recommendations for regulation, control, and redress.

In addition, and because you must appreciate that most of us who have been battling helicopter noise through the years are lay people, I would hope that the FAA professional staff would be available during the public comment period to assist us in formulating and presenting cogent and pointed comment, all of which should serve to address this critical issue.

I appreciate your concern and assistance.

Sincerely,

Elizabeth A. Connelly
Elizabeth A. Connelly
Speaker Pro Tempore

OFFICE OF THE
CHIEF COUNSEL
17 OCT 17 10 46 16

EAC: cap

cc: Office of the Chief Counsel, FAA
U.S. Senator Charles E. Schumer
Congressman Vito Fossella
Joyce Held, Helicopter Noise Coal. Of NYC

JUDICIARY COMMITTEE

SUBCOMMITTEES:

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COMMERCIAL AND
ADMINISTRATIVE LAW
CONSTITUTION

TRANSPORTATION AND
INFRASTRUCTURE COMMITTEE

SUBCOMMITTEES:

GROUND TRANSPORTATION
OVERSIGHT, INVESTIGATIONS AND
EMERGENCY MANAGEMENT

REGIONAL WHIP

Congress of the United States
House of Representatives
Washington, DC 20515



JERROLD NADLER
9th District, New York

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**COMMENTS BY CONGRESSMAN JERROLD NADLER (NY-08) IN RESPONSE
TO DOCKET 30086, "REPORT TO CONGRESS ON THE EFFECTS OF
NONMILITARY HELICOPTER NOISE ON INDIVIDUALS IN DENSELY
POPULATED AREAS IN THE CONTINENTAL UNITED STATES"**

This commentary is being submitted concerning Section 747, Nonmilitary Helicopter Noise, of HR 1000, Aviation Investment and Reform Act for the 21st Century. This section, which mandates a study of the effects of nonmilitary helicopter noise on individuals in densely populated areas, was inserted in HR 1000 at the behest of Congressmembers from New York City. It was an attempt to focus much-needed attention and to elicit recommendations via an in-depth study on assessment and amelioration of the severe problems that helicopter noise is causing for residents of many neighborhoods. The ongoing problem of helicopter noise in New York City is one that affects, in particular, many residents of Manhattan and Brooklyn.

During the past five years, my office has received a steady stream of complaints regarding the increasing frequency of helicopter operations, including sightseeing, news gathering, corporate and other private flights. These are in addition to regular police, military and medical helicopters. People call to report helicopters flying in close proximity to their homes, to tell of the disturbing noise, which occurs early in the morning and throughout the night, and to convey the crushing impact of this noise on their daily lives. Complaints about the effects include disturbance in sleep patterns, inability to concentrate, difficulties in learning, headaches, stress, and a marked reduction in quality of life. The situation has even caused some to reassess whether to remain in New York City. This problem has spawned the formation of coalitions of residents dedicated to putting an end to nonessential helicopter traffic, the creation of local governmental task forces to address the growing dissatisfaction with the unceasing disruption, and finally the action of members of Congress who recognize that the FAA must seize the opportunity to regulate the industry and mitigate the deleterious noise, traffic, environmental and health impacts of helicopter operations.

Clearly, design of the study is crucial in amassing relevant data and producing recommendations for reducing the effects of helicopter noise on individuals in densely populated urban areas such as New York City. Sound-measuring devices must be placed at variegated sites. It is not enough to measure sound at heliports; residents in many locations around the city are affected by the helicopter noise generated in their neighborhoods, and devices must be placed to pick up those noises. In addition, the methodology used to measure helicopter noise does not pick up low-frequency sounds and does not, in general, measure the distinctive helicopter noise. Helicopter noise is

Congressman Nadler, Page 2

different from other aircraft noise and the different characteristics of such noise must be assessed. The purpose of the study, however, is not just to take measurements and theorize from those data what the effects might be; the purpose is to hear from people how the noise impacts on them and their families' mental and physical well-being.

By far the most instructive method of understanding the effects of helicopter noise is through direct communication with those who experience it. Indeed, community input is essential, and thus it is required that the FAA consider the views of "organizations with an interest in reducing nonmilitary helicopter noise on individuals." There is no shortage of individuals and groups of neighbors who are willing and eager to recount their personal experiences with helicopter noise. The impact on their lives will be clear from their narratives. In addition, however, an intensive search of existing literature on aircraft noise must be undertaken. There do exist studies on noise and mental and physical health that can be enlightening. And within the New York City area there are noise experts and community leaders who have years of accumulated evidence regarding effects of helicopter noise. Groups such as the Natural Resources Defense Council have issued informative and well-researched reports about effects of noise. There is also an ongoing study of airport noise being conducted by the GAO, and some of the information gathered in that study could be pertinent here.

To define the scope of the problem, the FAA should obtain an accurate read on the number of helicopters that use the airspace over New York City. There is no established method for counting the overflights experienced by residents of New York City. Many flights originate outside of the city, e.g., in New Jersey and Connecticut, and those are experienced just as acutely as flights that originate from city heliports. Those flights must be counted and factored into the problem. Even without precise data, it remains dismayingly true that New York City has the heaviest helicopter traffic in the nation.

The FAA has options when it comes to reigning in and regulating helicopter traffic. The FAA can set required routes, it can set minimum altitudes, and it can set standards such as a Stage 3 level of noise output. The FAA can mandate flying over waterways, regulate hovering duration, and direct helicopter operators to conform to takeoff, landing and flyover noise abatement procedures. The current situation experienced by many New Yorkers, and many other residents of congested urban areas, is not compatible with the reasonable expectation of a peaceful quality of life. The congestion in the skies of New York City means that helicopters fly lower (sometimes below 2000 feet) and closer to buildings in highly residential areas. The paucity of data on health impacts specifically of helicopter operations motivated the inclusion of such a study in HR 1000. The affected communities in New York City and other densely populated urban areas are putting their expectations in this mandated FAA report. They look to the FAA for leadership on this issue, and for rigorous and systematic solutions to the persistent problems engendered by helicopter noise. Whether the best solution will include turning control of airspace over to local municipalities or the FAA imposing strict and inviolable rules, thousands of urban residents are awaiting a comprehensive, well-thought out, and environmentally responsible document.

JUDICIARY COMMITTEE

SUBCOMMITTEES:

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ADMINISTRATIVE LAW
CONSTITUTION

TRANSPORTATION AND
INFRASTRUCTURE COMMITTEE

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GROUND TRANSPORTATION
OVERSIGHT, INVESTIGATIONS AND
EMERGENCY MANAGEMENT

REGIONAL WHIP

Congress of the United States
House of Representatives
Washington, DC 20515

Congressman Jerrold Nadler
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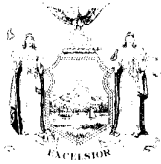
To: Office of Chief Counsel, FAA
From: Office of Congressman Nadler
Fax: 202-267-3227

Number of pages: 3 (including cover)

Date: 9/25/00

Notes:

2000 OCT 17 PM 4:16
OFFICE OF THE
CHIEF COUNSEL
FAA
1000



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

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RULED DOCKET

2000 OCT 10 P 12:42

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64th Assembly District

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(518) 455-4941

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New York, New York 10001
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CHAIRMAN
Committee on Health

COMMITTEES
Rules
Higher Education
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Social Services
Majority Steering Committee

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**Statement by Assembly Member Richard N. Gottfried
to the Federal Aviation Administration
"Study of Nonmilitary Helicopter Noise in Densely Populated Areas"
Docket 30086
October 12, 2000**

My name is Richard N. Gottfried. I am the Chair of the New York State Assembly Health Committee and I represent the 64th Assembly District in Manhattan. This district includes the neighborhoods of Chelsea, Clinton, Midtown, part of the Upper West Side, and Murray Hill and is adjacent to two heliports. I appreciate the opportunity to submit testimony. Unfortunately, I will not be able to attend the public hearing on Friday, October 20, 2000 in Washington, DC.

Aircraft noise has been shown to cause stress and other negative health effects, and it is important to understand helicopter traffic in this context. I wish the FAA had extended the scope of the study to examine, quantitatively and qualitatively, the effect of helicopter noise on interior and exterior environments.

Noise from nonmilitary helicopters is a large problem in my district. Many sightseeing flights fly over my district, as it contains many tourist sights. In addition, Electronic News Gathering (ENG) helicopters are a serious problem. ENG helicopters will hover for hours, during rush hour – for traffic patterns – and during the day when reporting a story. Oftentimes they will fly over an area for long periods simply to get one shot for a news broadcast.

Many of these uses are simply not necessary. Flying around Manhattan in a helicopter might be entertaining, but it is of no importance to the functioning of the city or its economy. There are plenty of other ways to see the city. And while traffic reporting is important, it is possible to get the same information from stationary cameras. The helicopter contributes nothing but a sense of drama.

Especially in urban areas, the environmental harms of helicopter traffic are so substantial that it should only be allowed for uses that have some important economic or social value.

Due to the protests of many community members, helicopter routes throughout New York City have been changed. Tour operators, for example, have agreed to only fly over the

Hudson River. But these route changes are voluntary, are sometimes not adhered to, and can be changed (or even discarded) at any time. In addition, changing the routes often only changes the neighborhood that is affected; it does not solve the underlying problem.

Changes to Federal regulations, however, could help solve the underlying problem. I realize that having air traffic control monitor helicopters is almost impossible, especially given the problems we are having with airplane delays. But changes could be implemented to allow municipalities to have some control over their airspace.

As it stands now, New York City can ban certain types of helicopter flights from city-owned heliports, with some restrictions because one heliport was built with Federal money. Unfortunately, this does not solve the problem. Not only can't the city ban certain types of uses in the Downtown Manhattan Heliport, but many helicopters fly out of heliports in New Jersey. The only way to effectively limit these flights would be through control of the airspace, rather than just local control of the heliports.

There are other, less far-reaching regulatory changes that would help lessen the problem. The FAA could set minimum altitudes, helicopter flight paths, and noise abatement procedures for takeoffs, flyovers and landings. Of course, these regulations would have to be effectively enforced. In addition, it would be useful if helicopters were required to bear identification marks that are readable from the ground, so that members of the public can easily identify problem helicopters.

I am pleased that this study is being undertaken and thank you for the opportunity to make these comments.

To Whom It May Concern & Docket # 30086

It is with absolute disgust that I not only complain about the helicopter noise-but most of all especially in the summer months the fumes of gasoline and oil that seep into my apartment on the 14th floor of the Rivergate of over the 34th St. Heliport. Many times I have become ill especially when 3, 4 or 5 helicopters are "revving" their motors some as long as fifteen minutes. Friends who visit me are shocked to find that it's impossible to have any conversation. The hospital (NYU)-across the street have had many patients who also complain bitterly as I have. (68)

Of course one day a tragedy will occur either in the water-on the helicopter pad or worse on one of the many surrounding buildings. Many years ago I was involved with the helicopters landing on top of the Pan-Am-Building. One horrible crash with lives lost occurred after so many complaints like mine. This could happen again and then what?

Yours Truly.

Robert K. Moyer
401 East 34th St.
New York, N.Y. 10016

2000 OCT 18 PM 12:44

OFFICE OF THE
CHIEF COUNSEL
JULIES DOCKET

**Weehawken Environment Committee
Post Office Box 3027
Weehawken, New Jersey 07087
WeeEnvCom@aol.com**

OFFICE OF THE
CHIEF COUNSEL
RULES DOCKET
2000 OCT 18 P 12:45

October 11, 2000

69

Federal Aviation Administration
Office of Chief Counsel
Attention: Rules Docket
800 Independence Avenue, SW
Room 915-H
Washington, DC 20591

To Whom It May Concern:

**RE: Docket No. 30086 - Effects of Nonmilitary Helicopter Noise
on Individuals in Densely Populated Areas**

I am writing on behalf of the Weehawken Environment Committee, a civic organization comprising hundreds of members devoted to improving the quality of life in the township of Weehawken, New Jersey. I will first give a general overview of our problems with helicopter noise and then try to address specific points of the above-referenced study.

Weehawken is one of several communities located directly across the Hudson River from midtown Manhattan. We and our neighbors have a magnificent view of Manhattan and we are known for having a lovely promenade from which hundreds of thousands from all over the world enjoy this view. Weehawken has always been a relatively quiet community, an oasis in the shadow of the world's greatest metropolis. Unfortunately, the serene character of the town has been altered since helicopter sightseeing operations began on the Hudson River. These helicopters go up and down the river all day long, spoiling many people's experience of the Hudson. On a pleasant weekend day there is not a moment when one does not see or hear these helicopters crisscrossing this majestic river.

Continued...

2. What air traffic control procedures are applicable in addressing helicopter noise reduction?

We support the total ban of all non-emergency helicopters from our skies in the NYC Metropolitan area. However, short of that, we would encourage the following:

- Requiring the copters to fly at higher altitudes
- Routing away from densely populated residential areas
- Closing heliports near densely populated residential areas
- Hovering limits
- Curfews on helicopter traffic hours with adequate and realistic enforcement

3. What impacts could restrictive air traffic control procedures have on operations of:

Law Enforcement

We do not advocate restrictions on Law Enforcement. This is a necessary use of our airspace.

ENG Helicopters

This type of helicopter traffic is not essential. It seems to be in vogue nowadays for each television and radio station to have their own helicopter. They are nothing more than corporate status symbols. We believe that the stations should become good corporate citizens instead of annoying the residents which they aim to serve. These stations should pool their resources and helicopters, thereby reducing the air traffic and the noise and air pollution which they create. This could very easily be done and would better serve the communities in which they operate.

Sightseeing Tour Helicopters

Statistics show that sightseeing helicopters operating along the Hudson are utilized overwhelmingly by foreign tourists; these visitors come and go and don't really care about the effects of their touristic activities on the resident population of either New York or New Jersey. We believe that they should utilize the abundant sightseeing resources on the ground to satisfy their needs.

It is our view that sightseeing helicopters should be banned from the New York Metropolitan area skies. To that end, we ask the FAA to recognize the wisdom in the decision taken by the governments of New York City and State to end sightseeing operations from the mid-Westside

Continued...

FAA

RE: Docket No. 30086

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Finally, I would like to address the noise measurement studies which the FAA has undertaken. As I understand it, one of sites was Liberty State Park in New Jersey. I would also recommend that studies be done from some of the very densely populated areas here in New Jersey on the west bank of the Hudson River. The study would then more accurately reflect the impact to a much larger population sample. And with respect to the measurement of helicopter noise, any study must take into consideration the low frequency helicopter noise which can be very disturbing, even insidious to many as well as discrete, single events which are associated with helicopter noise.

Thank you very much for your kind attention to our concerns. We look forward to the results of this very important and necessary study.

Sincerely,

A handwritten signature in black ink, appearing to read "Bruce Sherman". The signature is fluid and cursive, with a long horizontal stroke at the end.

Bruce Sherman

President

Weehawken Environment Committee

PS: Since the New York City area figures prominently in this study, we would encourage the FAA to schedule a workshop meeting in this area in order to get further input from citizens. Many do not have the time nor the financial resources to make the trip to Washington, DC.

Weehawken Environment Committee
Post Office Box 3027
Weehawken, New Jersey 07087
WeeEnvCom@aol.com

REVISED
M-69
resubmit
updated
version
WORKSHOP #2

October 11, 2000

Federal Aviation Administration
Office of Chief Counsel
Attention: Rules Docket
800 Independence Avenue, SW
Room 915-H
Washington, DC 20591

To Whom It May Concern:

**RE: Docket No. 30086 - Effects of Nonmilitary Helicopter Noise
on Individuals in Densely Populated Areas**

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Weehawken is one of several communities located directly across the Hudson River from midtown Manhattan. We and our neighbors have a magnificent view of Manhattan, enjoyed not only by us, but by the hundreds of thousands of visitors who come to view it from our lovely promenade. Weehawken has always been a relatively quiet community, an oasis in the shadow of the world's greatest metropolis. Unfortunately, the serene character of the town has been altered since helicopter sightseeing operations began on the Hudson River. These helicopters go up and down the river all day long, spoiling many people's experience of the Hudson. On a pleasant weekend day there is not a moment when one does not see or hear these helicopters crisscrossing this majestic river.

Continued...

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RE: Docket No. 30086
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Aside from the problem of sightseeing helicopters, we also must contend with commercial and corporate helicopters which fly at very low levels, sometimes only hundreds of feet, above our homes. Helicopters flying between Manhattan and Teterboro airport in New Jersey often use our airspace for their flights. On any given weekday morning starting from about 6 AM, there is the annoying slap and buzz of helicopter rotors in our sky. They often cause our homes, many of which date from the beginning of this century, to shake and vibrate.

And then there are the news helicopters which often hover over our community. Weehawken is unfortunately the host to the Lincoln Tunnel, one of the main traffic arteries into New York City. Therefore it is a favorite place for news copters doing traffic reports to hover. It is not at all uncommon for a helicopter to hover in place for 15 minutes at a time and even longer.

Please note that the sightseeing operations in particular is a problem which affects millions of people on both sides of the Hudson river, including Manhattan's Westsiders as well as residents on the New Jersey shore in Bayonne, Jersey City, Hoboken, Weehawken, West New York, Guttenberg, and North Bergen.

Additionally, as you may know, plans are proceeding for a huge waterfront park on the Westside of Manhattan. But consider also that almost all of the New Jersey Waterfront towns mentioned above are experiencing development of their respective waterfronts, either now (West New York, Jersey City, and Hoboken) or within the year (Weehawken). Each of these developments will also have parks and large areas of open space. Soon there will be millions of people on both sides of the Hudson, using parks for recreational and relaxative pursuits. The area will likely rival or surpass Central Park in terms of recreational usage. Can one imagine helicopters flying non-stop over Central Park? Certainly not! But this is precisely the scenario that is playing out along the Hudson.

Now I will address your request for information point by point:

1. What are the types of helicopter operations that elicit negative response by individuals in densely populated areas?

As already stated, sightseeing helicopters, commercial/corporate and ENG helicopters. Law Enforcement and EMS copters do not often offend and we certainly understand the necessity of utilizing these emergency copters when necessary.

Continued...

2. What air traffic control procedures are applicable in addressing helicopter noise reduction?

We support the total ban of all non-emergency helicopters from our skies in the NYC Metropolitan area. However, short of that, we would encourage the following:

- Requiring the copters to fly at higher altitudes
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It is our view that sightseeing helicopters should be banned from the New York Metropolitan area skies. To that end, we ask the FAA to recognize the wisdom in the decisions already taken by the governments of New York City and State to not allow sightseeing operations from

Continued...

heliports under their jurisdiction in Manhattan. We urge the FAA to release the Port Authority, which operates the Downtown Manhattan heliport, from the federal grant assurance requirements in order to put an end to sightseeing operations from that site as well. Otherwise the citizens of New York and New Jersey will be subjected to the detrimental effects of sightseeing helicopters, possibly for another seven years.

EMS Helicopters

We do not advocate restrictions on EMS Helicopters. This is a necessary use of our airspace.

Corporate executive helicopters.

It is our view that the captains of industry who rely on helicopters as if they were taxis should consider more down to earth and relaxing means to get to their destinations. The FAA should not be swayed by arguments of economic harm to companies which are restricted in their use of helicopters. In our current flush economic times, these helicopters are trappings of success and excess which are used much more than necessary. In the long run, restrictions on their use will most likely save companies a great deal of money. Besides, good corporate citizens should be concerned when their actions are detrimental to the population among whom they operate.

4. What are the recommended solutions for reduction of the effects of nonmilitary helicopter noise?

If the noise produced by the helicopters is not reduced, the effects of that noise on individuals can not be reduced. Perhaps the question should be rephrased simply to ask what are the recommended solutions to reduce nonmilitary helicopter noise. Eliminating most of the flights from densely populated areas would be the obvious answer. Secondly, we would advocate the implementation of requirements for Stage 3 quieter helicopters.

However, the original question is important in that it does raise the question of effects on individuals. This is one of the main points that the Congress was trying to address when it mandated this study by the FAA. We would encourage the FAA's study to be extremely thorough in this regard. Since the FAA is centering on the densely populated New York metropolitan area, it should seek to undertake a comprehensive survey of those living in the affected communities. The study should take advantage of input from residents as well as noise experts in the medical and scientific communities to insure accuracy and integrity.

Continued...

FAA
RE: Docket No. 30086
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Finally, I would like to address the noise measurement studies which the FAA has undertaken. As I understand it, one of sites was Liberty State Park in New Jersey. I would also recommend that studies be done from some of the very densely populated areas here in New Jersey on the west bank of the Hudson River. The study would then more accurately reflect the impact to a much larger population sample. And with respect to the measurement of helicopter noise, any study must take into consideration the insidious low frequency helicopter noise which can be extremely disturbing as well as discrete, single events which are associated with helicopter noise.

Thank you very much for your kind attention to our concerns. We look forward to the results of this very important and necessary study.

Sincerely,

Bruce Sherman
President
Weehawken Environment Committee

PS: Since the New York City area figures prominently in this study, we would encourage the FAA to schedule a workshop meeting in this area in order to get further input from citizens. Many do not have the time nor the financial resources to make the trip to Washington, DC.

Anthony & Ruth Marchese
41 Second Street
Brooklyn, NY 11231

October 14, 2000

OFFICE OF THE
CHIEF COUNSEL
RULES DOCKET
2000 OCT 18 P 3:38

Federal Aviation Administration
Office of Chief Council
Attn: Rules Docket, Docket # 30086
800 Independence Ave. SW, Rm 915H
Washington, DC 20591

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Dear Sirs:

We live in a section of Brooklyn, New York, which is approx. 1/2 mile from the entrance to the Battery tunnel, the Brooklyn-Queens Expressway, the Prospect Expressway and some other major traffic arteries.

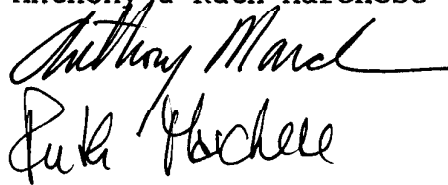
Almost every morning, beginning before 6:00 a.m. the radio traffic watch helicopters begin their flights over our neighborhood to report on the traffic. We admit that they provide a valuable service to drivers and when driving in a traffic sensitive area we also tune in the radio for information. The problem here is that instead of making their observations and going on their way to the next traffic "hot spot" they often hover at low altitude for as long as 30 to 45 minutes. This is not limited to one single helicopter and there have been times when as many as 4 have been up in the sky for long periods of time and for who knows what purpose.

The noise is very penetrating and can be unbearable. These flyovers should be limited to one or two minutes at most; it doesn't take much more time than that to assess the situation on the roadways I mentioned. What is the purpose of the copter hovering indefinitely to watch someone change a tire or to watch two drivers argue after a fender bender or to report a blocked lane due to a stalled car? The copters sent by the various radio stations should have to follow a route and thereby avoid the bunching up that frequently occurs, or share information.

In general there should be stricter guidelines as to the altitude and the amount of time the various helicopters should be permitted to hover above a populated area.

A few months ago, there was a building collapse in the Boerum Hill section of Brooklyn, very close to our neighborhood. During the all-night rescue operation we had up to 5 helicopters hovering very low over the area ALL NIGHT LONG! This is totally unnecessary and makes people feel like they are under siege. And, please, let me repeat that this was not during the day but lasted all night. This certainly could not have helped the rescue efforts, reportage from an on the ground crew would have made more sense, especially since the vibrations from the motors could have caused more of the building to collapse. This is more than a nuisance - this is reckless behaviour on the part of the news gathering organizations as they try to "scoop" one another with a news report and at the expense of public safety and the quality of life of our city's citizens.

Anthony & Ruth Marchese

The block contains two handwritten signatures. The first signature, 'Anthony Marchese', is written in a cursive script with a long, sweeping underline. The second signature, 'Ruth Marchese', is also in cursive and is positioned directly below the first.

cc: Mayor Rudolph Giuliani
Member of the State Assembly Joan Millman
Member of the City Council Stephen DiBrienza
The Brooklyn Paper

October 10, 2000

Federal Aviation Administration
Office of Chief Counsel
Attention: Rules Docket, Docket # 30086
800 Independence Avenue, S.W. Room 915 H
Washington, DC 20591

OFFICE OF THE
CHIEF COUNSEL
RULES DOCKET
2000 OCT 18 P 3:38

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Re: FAA Study on Effects of Helicopter Noise

To Whom It May Concern:

I am a resident of Brooklyn Heights where helicopter noise has become a significant quality of life problem. I understand that the FAA is seeking public input for its national study on the effects of nonmilitary helicopter noise on individuals in densely populated areas. I wish to submit my comments as follows:

LOW FLYING HELICOPTERS ARE EXTREMELY DISRUPTIVE OF
EVERYDAY LIFE. MANY TIMES TRAFFIC HELICOPTERS HOVER
AT LOW ALTITUDES BEFORE 6:30 AM WAKING MY FAMILY.
I BELIEVE THE FAA SHOULD EMPLOY THE SAME OVERSIGHT
(PROTECTING CIVILIANS) THAT THEY DO WITH PROPELLER DR
JET AIRCRAFT AND TAKE APPROPRIATE PATHS, ALTITUDE AND TIME.

I urge the FAA to bring greater regulation to the helicopter industry. Specifically, I believe that non-essential helicopter traffic should be routed away from residential neighborhoods and that minimum altitudes should be increased.

Thank you for your consideration,

Signed: Name

Charles Fredricks

Address

36 ORANGE ST BROOKLYN NY 11201